

In The Claims:

1-23. (Cancelled)

24. (New) A method of controlling a hydraulic system of automotive vehicle comprising:

determining lateral acceleration and vehicle speed; and
precharging the hydraulic system to a predetermined pressure in response to lateral acceleration and vehicle speed.

25. (New) A method as recited in claim 24 wherein precharging comprises enabling precharging.

26. (New) A method as recited in claim 24 wherein precharging comprises a determining a build rate.

27. (New) A method as recited in claim 24 wherein precharging comprises determining a precharge pressure.

28. (New) A method as recited in claim 24 wherein precharge comprises enabling precharging, determining a build rate, and determining a precharge pressure.

29. (New) A method as recited in claim 24 further comprising determining a surface index; and
precharging in response to a sliding surface index.

30. (New) A method as recited in claim 24 further comprising determining a steering velocity; and
precharging in response to steering velocity.

31. (New) A method as recited in claim 24 further comprising determining a roll velocity; and
precharging in response to roll velocity.

32. (New) A method as recited in claim 24 further comprising determining a front linear slip angle; and
precharging in response to front linear slip angle.

33. (New) A method as recited in claim 24 further comprising determining a yaw rate; and
precharging in response to yaw rate.

34. (New) A method as recited in claim 24 wherein the predetermined pressure is determined in response to steering wheel angle.

35. (New) A method of operating a hydraulic safety system comprising:
determining a relative roll angle;
determining a relative a slip angle;
determining a yaw rate;
determining a pressure build rate for the hydraulic safety system in response to a relative roll angle, the yaw rate, slip angle, and yaw rate;
determining a precharge pressure level in response to the relative roll rate, the slip angle and the yaw rate; and
controlling the safety system in response to the precharge pressure level.

36. (New) A method as recited in claim 35 wherein the relative roll angle is derived from a roll rate.

37. (New) A method as recited in claim 35 wherein the slip angle comprises a front slip angle.

38. (New) A method as recited in claim 35 wherein the slip angle comprises a rate of change of the front slip angle.

39. (New) A method as recited in claim 35 further comprising determining a pressure build rate for the hydraulic safety system in response to a relative roll angle, the yaw rate, slip angle, and yaw rate.

40. (New) A method of controlling a hydraulic system of an automotive vehicle comprising:

determining vehicle operating parameters;

enabling a precharge status in response to a first subset of vehicle operating parameters;

determining a pressure build rate in response to a second subset of vehicle operating parameters;

determining a requested pressure in response to a third subset of vehicle operating parameters; and

operating a hydraulic safety system in response to the precharge status, the pressure build rate and requested pressure.

41. (New) A method as recited in claim 40 wherein the first subset, the second subset or the third subset of vehicle operating parameters comprise yaw rate.

42. (New) A method as recited in claim 40 wherein the first subset, the second subset or the third subset of vehicle operating parameters comprise roll rate.

43. (New) A method as recited in claim 40 wherein the first subset, the second subset or the third subset of vehicle operating parameters comprise sliding surface index.

44. (New) A method as recited in claim 40 wherein the first subset, the second subset or the third subset of vehicle operating parameters comprise steering velocity.

45. (New) A method as recited in claim 40 wherein the first subset, the second subset or the third subset of vehicle operating parameters comprise roll velocity.

46. (New) A method as recited in claim 40 wherein the first subset, the second subset or the third subset of vehicle operating parameters comprise a slip angle.

47. (New) A method as recited in claim 40 wherein the first subset, the second subset or the third subset of vehicle operating parameters comprise a linear slip angle.

48. (New) A method as recited in claim 40 wherein the first subset, the second subset or the third subset of vehicle operating parameters comprise a front linear slip angle.